

Intimations.

DAKIN BROS. OF CHINA,
LIMITED,
CHEMISTS, &c.

EUCALYPTUS OIL AND
INFLUENZA.

"Of all the preventives, OIL OF EUCALYPTUS, either disguised under fancy names or in its pure state, has earned the most professional and lay support, and up to the present it certainly seems to have vindicated the claims put forward in its behalf."—*Chemist and Druggist*, Feb. 6th, 1892.

DAKINS' STANDARD
BRAND OF EUCALYPTUS
OIL.

Bottles, 50 cts. and \$1.00

Nos. 22 & 24, QUEEN'S ROAD CENTRAL.

A. S. WATSON & CO., LD.

WINES AND SPIRITS.

WE invite attention to the following Brands, all of which are excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best growths at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

PORTS. (For Invalids and general use.)

	Per Case.	Per Bot.
A. Alto Douro, good quality, Green Capsule.....	\$1.00	\$1.00
B. Vintage, superior quality, Red Capsule.....	12	1.10
C. Fine Old Vintage, superior quality, Black Seal Capsule.....	14	1.25
D. Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled).....	18	1.50

SHERRIES.

	Per Case.	Per Bot.
A. Delicate Pale Dry, dinner wine, Green Capsule.....	6	0.60
B. Superior Pale Dry, dinner wine, Green Seal Capsule.....	7.50	0.75
C. Maxamilla Pale Natural Sherry, White Capsule.....	10	1.00
C. C. Superior Old Dry Pale Natural Sherry, Red Seal Capsule.....	10	1.10
D. Very Superior Old Pale Dry, choice old Wine, White Seal Capsule.....	12	1.10
E. Extra Superior Old Pale Dry, very fine quality, Black Seal Capsule (Old Bottled).....	14	1.25

CLARETS.

	Per Case.	Per Bot.
A. Superior Breakfast Claret, Red Capsule.....	4	\$4.50
B. St. Estephe, Red Capsule.....	4.50	5.00
C. St. Julien, Red Capsule.....	7	7.50
D. La Rose, Red Capsule.....	11	12.00

MADEIRA, HOCK AND CHAMPAGNES.

FULL PARTICULARS OF THE VARIOUS BRANDS IN STOCK ON APPLICATION.

BRANDY.

	Per Case.	Per Bot.
A. Hennessy's Old Pale, Red Capsule.....	\$13	\$1.20
B. Superior Very Old Cognac, Red Capsule.....	15	1.40
C. Very Old Liqueur, Cognac, Red Capsule.....	20	1.75
D. Hennessy's Finest Very Old Liqueur, Cognac, 675 Vintage, Red Capsule.....	30	2.50

SCOTCH WHISKY.

	Per Case.	Per Bot.
A. Thorne's Blend, White Capsule.....	8	0.75
B. Watson's Glenlivet, White Capsule.....	10	1.00
C. Watson's Aboulay-Glenlivet, Red Capsule.....	8	0.75
D. Watson's H. K. D. Blend of the Finest Scotch Malt Whiskies, Violet Capsule.....	10	1.00
E. Watson's Very Old Liqueur, Scotch Whisky, Gold Capsule.....	12	1.10

IRISH WHISKY.

	Per Case.	Per Bot.
A. John Jameson's Old, Green Capsule.....	8	0.75
B. John Jameson's Fine Old, Green Capsule.....	10	1.00
C. John Jameson's Very Fine Old, Green Capsule.....	12	1.10
Genuine Bourbon Whisky, fine old, Red Capsule, with Name.....	10	1.00

GIN.

	Per Case.	Per Bot.
A. Fine Old Tom, White Capsule.....	4.50	0.40
B. Fine Unsweetened, White Capsule.....	4.50	0.40
C. Fine A. V. H. Geneva.....	5.25	0.50

RUM.

	Per Case.	Per Bot.
Finest Old Jamaica, Violet Capsule.....	12	1.00
Good Lecward Island.....	\$1.50	per Gallon.

LIQUEURS.

	Per Case.	Per Bot.
Benedictine.....		
Maraschino.....		
Curacao.....		
Heering's Cherry Cordons.....		
Chartreuse.....		
St. Slegert's Angostura.....		
Bitters.....		

PRICES ON APPLICATION.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

Hongkong, 4th February, 1892.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to "The Manager, Hongkong Telegraph," and not to the Editor.
Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.
Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.
Whilst the columns of the Hongkong Telegraph will always be open for the free discussion of all questions affecting the public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

BIRTHS.

At 13, Quillon Road, Shanghai, on the 16th March, the wife of G. R. LOHR, of the Southern Methodist Mission, of a son.

At Aldwood, Yang-se-poo Road, Shanghai, on the 17th March, 1892, the wife of Mr. JAMES DICK, of a daughter.

The Hongkong Telegraph.

HONGKONG, TUESDAY, MARCH 22, 1892.

TELEGRAMS.

THE DEFENCES OF MALTA.

LONDON, 19th March, 1892.

Holden, the ex-chargeant of the Royal Engineers, who is charged with having disclosed to the French Government plans of the fortifications of Malta, has been committed for trial.

The Counsel for the Treasury, at the hearing before the Magistrate, stated that, through Holden's treachery, France had been placed in possession of full details of the defences of Malta.

(It is a universally recognised legal axiom that the receiver of stolen goods is equally as guilty as the thief. In the case referred to in the above telegram, the application of this axiom is clearly evident. If the French Government has stooped so low as to bribe a British soldier to betray the interests of his country, it seems to us that, instead of hounding down by criminal process in the law courts a wretch who is outside the pale of manhood, the clear duty of the British Government was to instruct their Ambassador at Paris to demand a thorough explanation and, if necessary, complete satisfaction for an act of double-dealing that is a disgrace to the age we live in—and if this was refused, a polite request for his Excellency's passport. France and Great Britain are natural allies, but if the great European Republic, which commands our heartiest respect, sympathy and good wishes, for reasons of plique and jealousy can forget its own interests so far as to conspire to subvert an ex-non-commissioned officer of the British Army to betray his trust, why then, it is time the dogs of war were again slipped, and, if it must come, the sooner the better. As the old song says—
"We've beat the French before a boy,
And so we can again."
—Ed., Hongkong Telegraph.)

THE *Daily Press* is not the only rag that publishes a month after the events. A French newspaper states on Sunday March 13th:—"The concert given by Mlle Olga Deboin took place last night. We will publish an account of it next Thursday (17th)."

THE *Mercury* states that Messrs. Ewens and Reece, solicitors of Hongkong, are going to open an office in Shanghai, at No. 6 the Bund, at an early date. We understand that Messrs. Johnson, Stokes and Master have also decided to commence practice in Shanghai, in addition to their Hongkong business.

THE *Koh's Chronicle* of 12th inst.—"Yesterday received a *Daily Press* and a *Hongkong Telegraph* both of which appeared slightly scorched by fire." We have sometimes taken a playful delight in making things warm for *Granny* but we never intended to actually burn the old lady. She must try to take things a little more coolly.

WE hear that the amount of gold coming in from the Paton river-region in Formosa, has fallen off during the past ten days owing to the inclemency of the weather prevailing in North Formosa, which has caused a good deal of sickness amongst the miners, who are camped out in very rocky and leaky "shambles" and tents.

The output of gold during the summer, says the *Paton*, promises to be considerable, as miners of the right sort are gradually flocking to the diggings from all parts of China. At the present time the output is estimated at from \$5,000 to \$10,000 per week—that is, by Chinese calculation, which may be slightly, but not much, in excess of the actual weekly yield. Local dealers in the precious metal state that the Paton gold is equal to anything they ever "touched" from California or Australia.

THE *Avenir du Tonkin* has an article on two abortive companies called the "Syndicat Francaise du Haut Laos" and the "Association populaire et commerciale du Mekong," both of the Paris press lately. The agents of the syndicate had demanded a number of concessions and privileges which would tend to put the whole region between the Upper Mekong and the sea in their hands, forming a "colonial empire" to which, says the *Avenir*, the best interests of the country call for the strongest resistance. The Protectorate refused these demands. The Mekong company proposed, with a capital of \$50,000, to "create means of communication, i.e. railways for the industrial and agricultural development of the country, and to undertake mining operations." And all this with a capital barely enough to pay expenses of floating the company.

How dangerous it is for those who live in glass houses to throw stones to new well known to the commander of the Italian steamer *Bormida*, who, in his account of the ever memorable voyage from Singapore to Hongkong in December last, stated, "such a demand as \$4,100 should never have been made by the Captain of the *Wingang* and his crew; both ships being owned by Chinese countries." So \$4,100 was an undivided demand was it? The arbitrators didn't think so at all events, as they actually awarded the *Wingang* \$4,500 and all costs. We should like to know whether the *Bormida's* gallant commander thought the claim of \$4,500 for two hundred dollars' worth of damage done to his vessel by the *Wingang* in 1890 in the Calcutta river was very *civilised* demand or not. It was of course, as the *Wingang* rightly assumed that "first loss is least loss" in shipping as in other matters. Captain Spaul now doubtless believes that it is better not only to acknowledge a substantial obligation (and in this case it probably meant rescue from a watery grave) but to pay up according to the terms of agreement.

THE *N. C. Daily News* says:—"The persecution by the Nanking Viceroy, and his deputy, Mr. Yu, of every Chinese who ever had any connection with Mr. Mason continues. The latest victims are a Chinese gentleman at Yangchow, with whom Mr. Mason once dined, and a Chinese girl to whom he once gave a silver watch. Entirely innocent as they probably are, they are to be tortured until they confess to their complicity in Mason's supposed rebellious schemes." Can't the Hongkong Government do anything to stop the shocking barbarities that are daily being perpetrated by Deputy Yu, who, as we have said, is a thoroughly lawless and perfidious fellow? There can be no doubt that this worthy frequently visits the Foreign Settlements in Shanghai, and we see no reason why a couple of Hongkong detectives, with a warrant, should not be able to arrest this villain. Probably the evidence forthcoming against him would be insufficient to secure a conviction, for, as it is hardly likely that his sister would appear against him; but on the perjury count we are not so certain, and at all events, his removal from Shanghai would put a stop to the horrible cruelties to which innocent and defenceless Chinese are being subjected, which, for weeks past, have been almost daily reported in the newspapers of the Settlements.

THE new United States Minister to Tokyo is Major S. H. Bonebrake.

ADVISED from the North state that everything is perfectly quiet in the recently disturbed districts.

MR. C. E. HOLWORTHY, of the Imperial Maritime Customs staff, has been transferred from Canton to Haikow.

ACCORDING to latest reports from the North, the British gunboat *Firebrand*, the U.S.S. *Palor*, and a Japanese gunboat were still in the Peiho river.

THE port of Newchwang was expected to re-open on or about the 18th inst. The ice on the river this year averaged a feet 6 inches in thickness.

THE German steamer *Taiyich* left yesterday for Newchwang, via Cheloo, under charter to Chinese merchants, who have agreed to give \$4,200 per month for the use of her.

A REGULAR meeting of Victoria Lodge, No. 1025, will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

THE Chinese revenue cruiser *Fai-Aoo*, Capt. Booth, we learn from Shanghai, is at present employed surveying in the North Channel. The *Liag-fing* is still on guard duty up the Yangtze.

M. DE LANESSAN, Governor General of Cochinchina, has recently been making a complete tour of every district of the French colonies in Indo-China. The local press speaks very highly of his régime.

WE are informed by the Agent of the O. & O. S. S. Co., that the steamship *Belgia*, with mails, &c., from San Francisco to the 1st inst., via Honolulu, has arrived at Yokohama, and will leave for this port to-morrow.

THE *Empress of Japan* and the Indo-China Co's Calcutta liner *Wingang*, now in the hands of the Dock Company, will be at their respective berths during the current week—the former to-morrow and the latter on Friday or Saturday.

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THE Russian cruiser *Sivouch*, arrived at Shanghai from Nagasaki on the 17th inst.

It is stated that six hundred and sixty Japanese have been converted to Christianity at Nagoya since the great earthquake. Nothing like a howling earthquake to bring the raging heathen within the fold.

CHIEF Justice Sir James Russell, it is rumoured, goes home to-morrow by the French mail steamer *Oswi*. We hoped to have had the opportunity of writing an account of his illustrious career in this colony before he left, but that pleasure must be held over for a day or two.

THE *Mercury* reports that a very sensational case is shortly to come before the Shanghai law courts. In which a certain member of the community is to be charged with endeavouring to entice a girl of fifteen away from her home in a neighbouring outport; some thirty or forty love letters are in the hands of the lawyer, which are to be handed in as evidence.

A TONKIN contemporary says that a Mr. Newbury, of California, is about to establish a farm for the rearing of elephants for the meat market in that state. (Query—Tonkin or California?) Mr. Newbury asserts that elephant meat is much superior to horse flesh as human food. An Anglo-Chinese fully grown weighs about 7,000 pounds, and Mr. Newbury expects to get 4,000 pounds of good "beef" from each animal.

THE thorough collapse of the infamous prosecution of the chief-magistrate of the late Opium Farm, Mr. Koh Cheng Sean, at the Police Court this afternoon, shows an outrage on public justice which we must deal with seriously. Public opinion appears to be that Mr. Jno. J. Francis, J.C., doesn't come out of this too evidently trumped-up business with much credit to himself. That is also our opinion.

ANOTHER uncomfortable prediction, says the *Japan Mail*, is circulating in Tokyo, to the effect that the 27th anniversary of the great earthquake of the 23rd of September will be a recurrence of a similar disaster, and they proved unhappily accurate. This year happens to be the 27th after the great storm and tidal wave of the *Ansai* era, and the croakers are again busy. Undoubtedly the experience of last year will induce a great many people to look forward to next autumn with much perturbation.

A CORRESPONDENT writes:—"If Mr. Rezzie is appointed Assistant Harbour Master, the mercantile community should send a strong protest to the Secretary of State." Would the game be worth the candle? We think not. It is universally acknowledged that the office of Assistant Harbour Master is a sinecure which has absolutely nothing to justify its existence. Its abolition should therefore be set about without delay. Economy and, retrograde change, should never be lost sight of. Can we trust our unofficial representatives? We shall see.

THE Newchwang correspondent of the *N. C. Daily News* wrote on February 24th:—"The minimum temperature was this morning about 10° F.—32 degrees of frost, but it is comparatively balmy, owing to there being scarcely any wind. Snow we have had in quantities, and the roads, which are hard now, will be terrible for the poor cattle when a regular snow set in. At present the loads of carts are on the way from the interior, laden with produce, and exports are gradually being stacked ready for the thousands of tonnage which has been idle in the south, since our port so suddenly shut up last November." A few days later, on March 2nd, he wrote:—"The winter is beginning to end, as Paddy said, and the last 24 hours have been quite mild compared to the weather of the last few days. A fact to be noted is that the ice on the river and carts were crossing yesterday. It will take several days of continuous thaw to break it up, and if another spell of north winds takes place the opening will be retarded. At present, if I may venture on a little prophecy, it looks as if there would be a chance of navigation about the 18th inst., but it is impossible to know when it will be quite safe for shipping."

It is a very singular circumstance that, in the whole of the correspondence and discussions in Mr. Travers' temporary successor at the Post Office, nobody has ever suggested that the proper person for the position is the Assistant Postmaster General, Mr. G. S. Northcote. Admittedly no great amount of brain-power is required to successfully manage our local post office, and we have therefore no hesitation in saying that if Mr. Northcote, who has been a great many years in Hongkong, and who has been a great many years competent to adequately perform Mr. Travers' duties for the time being, he is very much out of place in his present appointment. The principal use of a deputy or assistant to the head of a Hongkong public department must be that he is always available to run the show in the absence, through illness or otherwise, of his chief. On no other ground can we recognise the necessity for an "assistant" postmaster, to wit, the present Mr. Travers, who is a very capable and energetic man, and who has been a great many years in Hongkong, and who has been a great many years competent to adequately perform Mr. Travers' duties for the time being, he is very much out of place in his present appointment.

MR. WHEELLOCK & Co's Freight Market Report dated Shanghai, 18th March runs as follows:—"During the past fortnight freight rates have remained exceedingly dull, and although some of the first batch of steamers to Tientsin have returned, there is at present no indication of an improvement in trade. Coastwise—There is nothing offering, and any demand there may have been has been filled by the regular steamers of the three companies. For London, via Suez Canal—Outside the mails there have been only two departures since 4th instant: the *Orizaba* only in port is advertised to sail 19th inst., and she will be followed by the same Company's steamer *Palmira* about the end of the month. For New York, via Suez Canal—Little has to be said upon this head, as cargo is arriving very sparingly; nothing has been definitely settled about the steamship *Horay* calling in, but she has the prospect of being the first to call in Hongkong there will be another steamer put on the berth to follow about the end of the month. Via the Cape—There are a few enquiries for a suitable vessel, but in the absence of available tonnage, what cargo is in the market has been forwarded to Hongkong for transshipment. Departures for London via the usual ports of call and Suez Canal—Steamship *Shanghai* via Amoy, 2nd inst., steamship *Taiwan* via Amoy, 4th inst., steamship *Yokohama* via Amoy, 6th inst., steamship *Yokohama* via Amoy, 8th inst., steamship *Yokohama* via Amoy, 10th inst., steamship *Yokohama* via Amoy, 12th inst., steamship *Yokohama* via Amoy, 14th inst., steamship *Yokohama* via Amoy, 16th inst., steamship *Yokohama* via Amoy, 18th inst., steamship *Yokohama* via Amoy, 20th inst., steamship *Yokohama* via Amoy, 22nd inst., steamship *Yokohama* via Amoy, 24th inst., steamship *Yokohama* via Amoy, 26th inst., steamship *Yokohama* via Amoy, 28th inst., steamship *Yokohama* via Amoy, 30th inst., steamship *Yokohama* via Amoy, 1st inst., steamship *Yokohama* via Amoy, 3rd inst., steamship *Yokohama* via Amoy, 5th inst., steamship *Yokohama* via Amoy, 7th inst., steamship *Yokohama* via Amoy, 9th inst., steamship *Yokohama* via Amoy, 11th inst., steamship *Yokohama* via Amoy, 13th inst., steamship *Yokohama* via Amoy, 15th inst., steamship *Yokohama* via Amoy, 17th inst., steamship *Yokohama* via Amoy, 19th inst., steamship *Yokohama* via Amoy, 21st inst., steamship *Yokohama* via Amoy, 23rd inst., steamship *Yokohama* via Amoy, 25th inst., steamship *Yokohama* via Amoy, 27th inst., steamship *Yokohama* via Amoy, 29th inst., steamship *Yokohama* via Amoy, 31st inst., steamship *Yokohama* via Amoy, 1st inst., steamship *Yokohama* via Amoy, 3rd inst., steamship *Yokohama* via Amoy, 5th inst., steamship *Yokohama* via Amoy, 7th inst., steamship *Yokohama* via Amoy, 9th inst., steamship *Yokohama* via Amoy, 11th inst., steamship *Yokohama* via Amoy, 13th inst., steamship *Yokohama* via Amoy, 15th inst., steamship *Yokohama* via Amoy, 17th inst., steamship *Yokohama* via Amoy, 19th inst., steamship *Yokohama* via Amoy, 21st inst., steamship *Yokohama* via Amoy, 23rd inst., steamship *Yokohama* via Amoy, 25th inst., steamship *Yokohama* via Amoy, 27th inst., steamship *Yokohama* via Amoy, 29th inst., steamship *Yokohama* via Amoy, 31st inst., steamship *Yokohama* via Amoy, 1st inst., steamship *Yokohama* via Amoy, 3rd inst., steamship *Yokohama* via Amoy, 5th inst., steamship *Yokohama* via Amoy, 7th inst., steamship *Yokohama* via Amoy, 9th inst., steamship *Yokohama* via Amoy, 11th inst., steamship *Yokohama* via Amoy, 13th inst., steamship *Yokohama* via Amoy, 15th inst., steamship *Yokohama* via Amoy, 17th inst., steamship *Yokohama* via Amoy, 19th inst., steamship *Yokohama* via Amoy, 21st inst., steamship *Yokohama* via Amoy, 23rd inst., steamship *Yokohama* via Amoy, 25th inst., steamship *Yokohama* via Amoy, 27th inst., steamship *Yokohama* via Amoy, 29th inst., steamship *Yokohama* via Amoy, 31st inst., steamship *Yokohama* via Amoy, 1st inst., steamship *Yokohama* via Amoy, 3rd inst., steamship *Yokohama* via Amoy, 5th inst., steamship *Yokohama* via Amoy, 7th inst., steamship *Yokohama* via Amoy, 9th inst., steamship *Yokohama* via Amoy, 11th inst., steamship *Yokohama* via Amoy, 13th inst., steamship *Yokohama* via Amoy, 15th inst., steamship *Yokohama* via Amoy, 17th inst., steamship *Yokohama* via Amoy, 19th inst., steamship *Yokohama* via Amoy, 21st inst., steamship *Yokohama* via Amoy, 23rd inst., steamship *Yokohama* via Amoy, 25th inst., steamship *Yokohama* via Amoy, 27th inst., steamship *Yokohama* via Amoy, 29th inst., steamship *Yokohama* via Amoy, 31st inst., steamship *Yokohama* via Amoy, 1st inst., steamship *Yokohama* via Amoy, 3rd inst., steamship *Yokohama* via Amoy, 5th inst., steamship *Yokohama* via Amoy, 7th inst., steamship *Yokohama* via Amoy, 9th inst., steamship *Yokohama* via Amoy, 11th inst., steamship *Yokohama* via Amoy, 13th inst., steamship *Yokohama* via Amoy, 15th inst., steamship *Yokohama* via Amoy, 17th inst., steamship *Yokohama* via Amoy, 19th inst., steamship *Yokohama* via Amoy, 21st inst., steamship *Yokohama* via Amoy, 23rd inst., steamship *Yokohama* via Amoy, 25th inst., steamship *Yokohama* via Amoy, 27th inst., steamship *Yokohama* via Amoy, 29th inst., steamship *Yokohama* via Amoy, 31st inst., steamship *Yokohama* via Amoy, 1st inst., steamship *Yokohama* via Amoy, 3rd inst., steamship *Yokohama* via Amoy, 5th inst., steamship *Yokohama* via Amoy, 7th inst., steamship *Yokohama* via Amoy, 9th inst., steamship *Yokohama* via Amoy, 11th inst., steamship *Yokohama* via Amoy, 13th inst., steamship *Yokohama* via Amoy, 15th inst., steamship *Yokohama* via Amoy, 17th inst., steamship *Yokohama* via Amoy, 19

A syndicate formed to "bull" the price of Scotch pig-iron has collapsed, and the result is that the price of pig-iron has fallen 2s. 6d. per ton.

PARIS, February 21st.

M. Laur, a member of the Chamber, has commenced legal proceedings against M. Constans, the French Minister of the Interior, for assault. The action arose out of the scene which recently took place in the Chamber when the Minister crossed the Chamber and struck M. Laur, but refused afterwards to meet him in a duel.

LONDON, February 20th.

His Holiness the Pope has issued an encyclical letter in which he asserts that the growth of religion in France has been coeval with the grandeur of the military and political movements of that country. He advises the Church not to meddle with the terms of the concordat with the French Government, and advises frank acceptance of the Government demands by the clergy. The Pope insists upon the freedom of the Church, and declares that he is seeking to dominate the French Republic.

A violent thunderstorm has been experienced in Lisbon. Great damage was occasioned to property.

The Prince of Wales has gone in the royal yacht on a cruise in the Mediterranean.

Her Majesty the Queen, who is at Osborne, has decorated Lawrence Hennessey, first coxswain of the Hythe lifeboat, with the second Albert medal for the bravery displayed by him while in command of a lifeboat which rescued the survivors from the wreck of the ship *Berengia* off Sandgate in November.

It is alleged that further corrupt practices have been disclosed in connection with the administration of public affairs in Canada. The charges on this occasion are made against officers in the marine branch of the services.

M. Laur, a member of the French Chamber of Deputies, has issued a summons against M. Constans, late Minister of the Interior, who assaulted him during a debate in the Chamber recently.

Peter Maher, the Irish champion, who has been matched against John L. Sullivan, is the favourite in the betting over the event.

Snog hurricanes have been experienced throughout Great Britain, and in England and Ireland the railway traffic has been blocked by the drifts.

Dr. Robert Stowell Ball, LL.D., succeeds the late Professor C. Adams as Professor of Astronomy at Cambridge University.

The *Financial News* urges the Queensland and New Zealand Governments to join with the other colonies in subsidizing the Eastern Extension telegraph Company.

In view of the adverse criticism from all quarters which has greeted the introduction of the Irish Council Bill in the House of Commons, it is probable that Mr. A. J. Balfour will modify the clause of the measure which have been the cause of objections.

The North German Lloyd Co. will not declare a dividend for the past year, but withdraw £100,000 from the reserve fund to meet the losses of the period.

February 21st.

The *National Observer*, dealing with the black labour question in Queensland, says that Sir Samuel Griffith, the Premier of the colony, has turned a timely somersault on the question. The paper asserts that the working classes in Queensland are horribly selfish, insincere, wrong-headed and unprincipled.

The Durham mine-owners have issued their ultimatum, in which they announce that the men can have the option of accepting a 7½ per cent. reduction at once; or they may take a 5 per cent. reduction now, and a further decrease of 5 per cent. on May 1st. If these terms are not accepted by the men, the owners notify the collieries will be closed. The ultimatum affects 85,000 miners.

During the influenza scourge, the number of deaths proved during the past financial year has been unprecedented.

February 22nd.

A despatch from New York gives particulars of a sensational train robbery and murder, the flight of the thief and murderer, an exciting chase and his subsequent capture. It appears that a road agent named Perry followed a train at Rochester, near the Niagara Falls, and proceeded to ransack the goods in the train. The conductor appeared on the scene, and the robber instantly shot him down. The disturbance attracted the attention of other officials, and Perry would have been taken. He boarded a spare engine, and applying the steam escaped almost before anyone was aware of his intentions. A second engine was sent in pursuit of the runaway, and a long and exciting chase followed. The pursuing engine was gradually gained on Perry, and when sufficiently close the engine fired on the runaway. He immediately returned the fire, but was eventually captured and placed under arrest.

Mr. Low, a journalist formerly of Berlin, has sued Mr. John Walter, proprietor of the *London Times*, for breach of agreement. Mr. Low claimed £1,000 damages. The jury found a verdict for defendant.

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Lord Knutsford, speaking in the House of Commons today in reply to Mr. Howard Vincent, M.P., stated that goods imported from the Australian colonies and Canada were admitted into the Empire under similar Customs rates as those charged on American goods from the West Indies. Fifty-eight classes of goods were admitted free, and there was a large reduction in the tariff charges in other cases under certain conditions.

During the heavy gales which prevailed on the British coast during the last few days the ship *Prattini* was sunk off Penzance, in Cornwall. It is supposed all hands were drowned. One corpse has been recovered from the wreck.

The sudden and mysterious disappearance of Mr. William Liddell, a gentleman well known in commercial and financial circles throughout London, has caused a great sensation in London. Mr. Liddell is the son of the late Hon. William Liddell, governor of the Bank of England. He was to have been married recently, but on the eve of his intended wedding day it was found that he was missing. It seems that he forged an obituary notice which was published in the papers of the following morning announcing his own death. His friends allege that he has gone to Australia to superintend the purchase of certain properties, but this story is not believed.

It is expected that 275,000 colliery men will cease work on March 12. The length of time for which the mines will be thrown into idleness has not been decided. The men ceasing work will receive no strike pay.

The Land Company of Australasia, Limited, which suspended payment a few days ago, is repaying all deposits and interest on debentures. On June 31, 1891, the report showed the total deposits in England at under £10,000 and the value of debentures at £195,000.

Three arrests have been made in connection with the dynamite outrage and attempt on the life of Emperor Francis Joseph of Austria-Hungary, in October last, when two bombs were placed under a railway bridge at Rosenheim, in Bohemia, over which the Emperor's train would have to pass. The Emperor escaped unhurt owing to the fact that the explosion took place before the train arrived.

Owing to the severe gales which have been

experienced throughout England, several wrecks have occurred in the Channel, involving considerable loss of life.

A despatch from New York gives particulars of a sensational lynching which has taken place in the State of Texas. A negro who had assaulted a white woman was seized by a body of 4,000 excited men. The clothing of the unfortunate negro was drenched in kerosene and the victim of the assault applied a match. The man was roasted to death.

A letter published in the *Times* to-day deals with Australian financial matters. The writer condemns the action of the Australian colonies in privately increasing their debts by the issue of Treasury bills, and urges in preference the floating of open loans at a higher rate of interest.

A large pilgrimage from Italy and Spain is being organised to take place during the celebration of the Papal Jubilee.

HOBART, February 22nd.

A shocking murder and suicide occurred at Cambridge, Lancashire, on Sunday morning. Henry Gordon, aged 62, was living with a woman named Ellen Frank in a tent between Hobart and Sorell. Both were working on the railway line, and they were seen together on Saturday night, but at six o'clock on Sunday morning both were found dead with a dagger in their throats. Jealousy is the reason assigned for the deed. Gordon was heard to say last week he would cut his paramour's throat.

SYDNEY, February 22nd.

The sculling race between Stanbury and Chapman for four hundred pounds and the championship takes place on the Parramatta River on 3rd May.

February 23th.

Mr. Dibbs, being asked in the New South Wales Assembly last night if he would protest on behalf of the Government, against the black labour proposals of the Queensland Government, said such action was not within the province of the Government, and the reply was received with loud approval.

The Vice-Admiralty Court at Sydney has given judgment against the owners of the steamer *Eurymela* in the action arising out of the collision between that vessel and the schooner *Stimora* on the 1st December, for £2,500 and costs.

Since the Government labour bureau was established in Sydney, 3,400 names have been registered by men seeking work, but some of those employed through the bureau have been accused of being black-legs and scoundrels.

LONDON, February 24th.

The English Congregationalists are holding a week's self-denial to provide funds for sending out an additional hundred missionaries.

Several arrests have been made in connection with throwing a bomb through the windows of the house of Signor Crispien ex-Premier of Italy.

The Chief Secretary for Ireland has introduced a bill providing for free and compulsory education in Ireland.

The engineers on strike in the north of England have expressed their willingness to submit the dispute to arbitration.

An anarchist plot has been discovered in Paris to blow up the Spanish Embassy with dynamite, in revenge for the execution of the anarchists at Xeres.

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Mr. O. Schuffenhauer's Common, 11st. 5lb. Mr. Renny 0

Mr. S. Walker's Flyaway, 11st. Mr. Sampson 0

The big field, Renown being a red-hot favorite, got well away together, Tonnie and Common leading until passing the Monument, when Chester assumed premier position and eventually won easily from Fick's by several lengths, the favorite finishing a bad third. Time 4 min. 45 sec.

The "GUARANTEE CUP," presented, also \$25; entrance fee \$3 each; previous winners of 1st or 2nd prize, 1st half entrance fee; 2nd prize, 1st half entrance fee; 3rd prize, 1st half entrance fee; 4th prize, 1st half entrance fee; 5th prize, 1st half entrance fee; 6th prize, 1st half entrance fee; 7th prize, 1st half entrance fee; 8th prize, 1st half entrance fee; 9th prize, 1st half entrance fee; 10th prize, 1st half entrance fee; 11th prize, 1st half entrance fee; 12th prize, 1st half entrance fee; 13th prize, 1st half entrance fee; 14th prize, 1st half entrance fee; 15th prize, 1st half entrance fee; 16th prize, 1st half entrance fee; 17th prize, 1st half entrance fee; 18th prize, 1st half entrance fee; 19th prize, 1st half entrance fee; 20th prize, 1st half entrance fee; 21st prize, 1st half entrance fee; 22nd prize, 1st half entrance fee; 23rd prize, 1st half entrance fee; 24th prize, 1st half entrance fee; 25th prize, 1st half entrance fee; 26th prize, 1st half entrance fee; 27th prize, 1st half entrance fee; 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Mails.

ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.				
PROPOSED SAILINGS FROM HONGKONG, 1892.				
(SUBJECT TO ALTERATION).				
<i>Empress of Japan</i> . Tuesday... Mar. 29th.				
<i>Empress of China</i> . Saturday... Apr. 16th.				
<i>Empress of India</i> . Saturday... May 7th.				
THE R. M. S.				
"EMPRESS OF JAPAN."				
Lieut. G. A. Lee, R.N.R., Commander, sailing at Noon, on 29th March 1892, with Her Majesty's Mail, will proceed to VANCOUVER, and thence to SHANGHAI, Inland Sea, KOBE and YOKOHAMA.				
RATES OF PASSAGE. (In Hongkong Dollars).				
FROM HONGKONG, FIRST CLASS.				
TO	LINE FARE.	Repaid return.		
		4 DOL.	12 MON.	
Vancouver, Victoria, Esqui- mault, New Westminster, B.C.....	225	338	39	
Port Townsend, Seattle, Ta- coma, Wash.....	255	383	44	
Portland, Ore., San Francisco.....	275	413	48	
Rainy Calgary, Alta.....	285	428	49	
Winnipeg, Man.....	295	443	51	
To Minneapolis, St. Paul, Duluth, Minn.....	305	458	53	
Chicago, Ill., Kansas City, St. Louis, Mo.....	310	465	54	
Milwaukee, Wis.....	325	575	65	
Detroit, Mich., Cincinnati, Cleveland, Columbus, O.....	345	not	used	
Hamilton, London, Toronto, Ont.....	335	not	used	
Buffalo, Niagara Falls, N.Y., Kington, Ottawa, Ont., Mon- treal, Quebec, Can.....	345	not	used	
New York, Albany, Troy, Rochester, N.Y.....	345	not	used	
Baltimore, Md., Philadelphia, Pittsburg, Pa.....	345	not	used	
Washington, D. C., Boston, Mass., Portland, Me.....	345	not	used	
Halifax, N.S., St. John, N.B., Liverpool and London via Li- verpool.....	345	not	used	
Paris, via Liverpool and Lon- don.....	345	not	used	
Havre, via Liverpool.....	345	not	used	
Bremen, ".....	345	not	used	
Hamburg, ".....	345	not	used	
2nd class steamer and 1st class on rail, and 1st class steamer and rail, also Storage Fare and Rates to other places, quoted on application.				
The Steamers will call at Victoria to land and embark passengers.				
Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.				
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.				
Special rates (first-class only) are granted: Military and members of the Naval, Military, Diplomatic, and Civil Service, to European officials in service of China and Japan, and Government officials.				
CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.				
Complex Invoices of Goods for United States Ports should be in quadruplicate, and original copy must be sent forward by the steamer agent to D. E. Bissell, Assistant General Freight and Passenger Agent, Canadian Pacific Railway, Vancouver, B. C.				
Parcels must be sent to the Company's Office with address marked in full by 5 P.M. on the day previous to sailing.				
For further information as to Passage Freight, apply to:				
E. HOLLOWAY, General Agent, Office, Redder's Street				
Hongkong, 18th March, 1892.				

THE BOTTOMS OF IRON SHIPS.
HARTMANN'S GREY PAINT, specially man-
ufactured for coating the inside of STEEL SHIPS.
SPECIALLY SELECTED
EXTRA PRIME PORK AND BEEF in Barrel
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AMERICAN PRIME SUGAR-CURED
HAMS AND BACON.
CHR. MOTZ & Co., BORDEAUX CLARET
CEMENT from the celebrated Factory of
Hammoor.
FLENSBURG STOCK BEER,
ENGINEERS' AND BLACKSMITHS'
MACHINERY AND TOOLS.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
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ALL KINDS OF COALS
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COGNAC, 4 Stars, selected expressly for F. B.
Co., Sole Agents.

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AND RAFT.
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MOST EFFECTIVE DISINFECTANT
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Is neither poisonous nor caustic, may be used
by everybody without the slightest apprehension
of danger.
Hendricks, 6th March, 1902